

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." G. F. Morrison, R.M.R.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain W. A. Valentine.
 "NANNING,"569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howik, Shu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single: \$7.50.

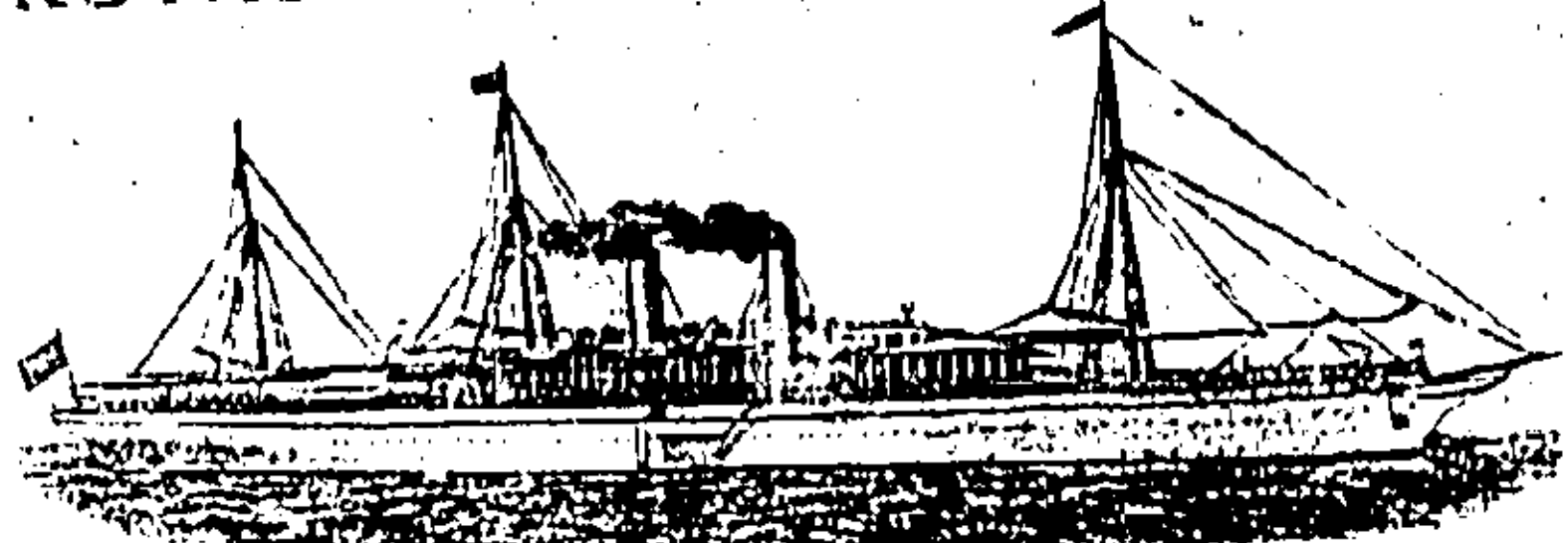
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF INDIA".....	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR".....	4,421	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN".....	6,000	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
"EMPRESS OF CHINA".....	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN".....	2,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.

Hongkong to London, 1st Class.....\$12.00. 2nd Class.....\$8.00. 3rd Class.....\$4.00.
 Hongkong to London, Intermediate rate.....\$6.00. 1st New York \$62.
 Steamers, and 1st Class Rail.....\$40. " " \$42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 11, E. BROWN, General Agent.
 Hongkong, 9th August, 1905. Corner Peddar Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

DEUTSCHER DIENTST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA.....	HAVRE AND HAMBURG.	20th August.
Ehlers.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
LIBERIA.....	HAVRE AND HAMBURG.	7th Sept.
Scandera.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
RHENANIA.....	HAVRE AND HAMBURG.	8th Sept.
Förck.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SCANDIA.....	HAVRE AND HAMBURG.	20th Sept.
v. Doehren.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SILESIA.....	HAVRE AND HAMBURG.	4th October.
Bahle.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SLAVONIA.....	HAVRE AND HAMBURG.	18th October.
Madsen.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
VANDALIA.....	NEW YORK VIA SUEZ.	about begin- ning of Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midships. Lighted throughout by Electricity. Duly qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 10th August, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904. [17]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH.....	FRIDAY, 18th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 30th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAYERN.....	WEDNESDAY, 11th October.
ZIETEN.....	WEDNESDAY, 25th October.
PRINZESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 3rd January, 1906.
PREUSSEN.....	WEDNESDAY, 17th January.
ROON.....	WEDNESDAY, 31st January.
BAYERN.....	WEDNESDAY, 14th February.
ZIETEN.....	WEDNESDAY, 28th February.

ON FRIDAY, the 18th day of August, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grotch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be called at 11 A.M. on WEDNESDAY, the 16th instant, Cargo and Specie will be received on Board until 5 P.M. on THURSDAY, the 17th instant, and Parcels will be received at the Agency's Office until NOON, on THURSDAY, the 17th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewards. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 22nd August.
WILLEHAD.....	4,761	TUESDAY, 19th September.
PRINZ WALDEMAR.....	3,227	TUESDAY, 17th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)
 For STEAMERS.....ABOUT
 YOKOHAMA & KOBE.....WILLEHAD.....TUESDAY, 29th August.
 SHANGHAI, NAGASAKI,.....ROON.....WEDNESDAY, 30th August.
 KOBE & YOKOHAMA.....

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 16th August, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS.
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJILATJAP.....	JAPAN	Second half August	JAVA PORTS	First half September
BOGOR.....	JAPAN	First half September	JAVA PORTS	First half September
TJIPANAS.....	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 ALEXANDRA BUILDINGS, 3rd Floor,
 Hongkong, 7th August, 1905. [14]

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VOUX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905. [17]

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1904. [66]

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. U. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905. [76]

THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

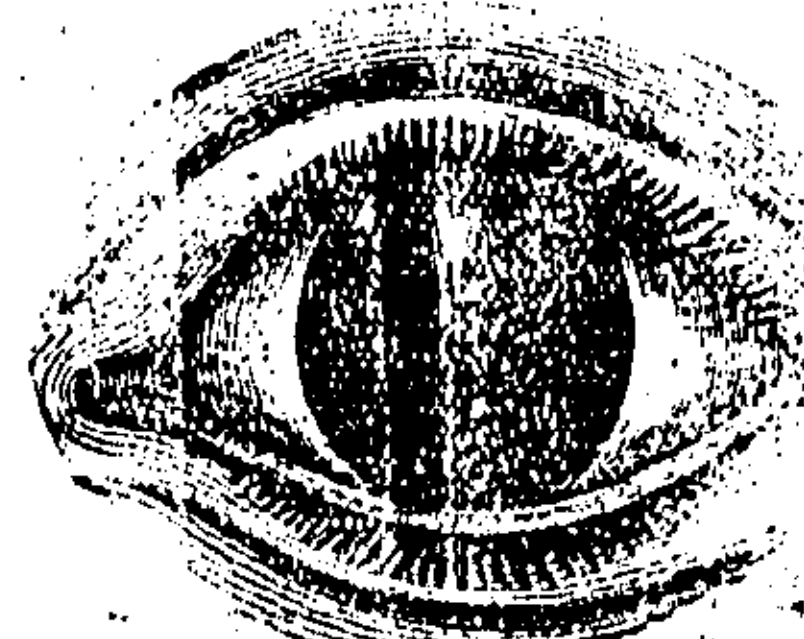
SPECIALISTS

IN
 RAILWAYS, MINES, WATER SUPPLIES,
 REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905. [208]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 24th March, 1904. [40]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [675]



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE & WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA,
 HOWARD & Co.,
 50, Queen's Road Central,
 Hongkong.
 Hongkong, 19th May, 1905. [579]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.
 Will be mailed to any address on receipt of the price (\$2) post free.
 To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.
 Sole Agents for Far East, HOWARD & Co., 29, Des Voux Road, Central, Hongkong. Agents wanted in every port.
 For particulars and terms, apply to—
 HOWARD & Co.
 Hongkong, 24th November, 1904. [63]

BAY VIEW HOUSE, MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of Hongkong Visitors, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
 "BAYVIEW, MACAO."
 Macao, 7th June, 1905. [601]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL.
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.
 Hongkong, 16th September, 1904. [100]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF THE HOUSE, 31, DES VOUX ROAD.

Now in a position, in his new and commodious Premises, to receive and execute ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a specialty.
 Hongkong, 16th September, 1904. [100]

Intimations.

A. S. WATSON & CO.,
LIMITED.WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY.THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 22nd July, 1905.BAHADUR
CIGARS.THE
PREMIER CIGAR
OF
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 8th July, 1905.

BIRTHS.

On 9th August, at 187, Bubbling Well Road, Shanghai, to Mr. and Mrs. C. E. ROACH, a daughter.

On 11th August, at Szechuen Road, Shanghai, the wife of I. M. MICHAEL, of a daughter.

On 11th August, at Alexandra Building, Yuen-ming-yuen Road, Shanghai, the wife of H. EDWARD MCCANN, of a son.

MARRIAGE.

On 11th August, at H. B. M. Consulate-General, Shanghai, before Sir Pelham Warren, K.C.M.G., PETER FENWICK to LIZZIE STEWART.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 16, 1905.

IS IT PEACE?

According to the semi-official announcement which appeared in yesterday's issue of the *Hongkong Telegraph*, in a special telegram from our Shanghai representative, certain of the conditions which Japan suggested should be looked up as basis of negotiation between the plenipotentiaries of Japan and Russia for a settlement of the war, have been accepted by Russia. We are told that Russia has agreed to evacuate Manchuria. When we remember that Russia solemnly engaged under treaty to evacuate Manchuria long years ago, it can hardly be said that there is any great hardship in consenting to accept this condition. As a matter of fact, in agreeing to this condition, Russia is only performing under compulsion what she protested she intended to perform as a matter of conscience and duty. When Russia flooded Manchuria with troops under the guise of railway guards, the world was informed that there was no idea of permanent settling in the country, but having laid a railway to connect her outlying stations with Europe, Russia felt obliged to maintain order on the line. Ever and anon, the Powers feebly requested Russia to fulfil her promise to leave Manchuria to the Chinese, and on each occasion Russia politely described the dangers to which passengers by the railway would be rendered liable should the army of occupation be withdrawn; and there the matter usually ended. But now, in face of the vigorous campaign conducted by the Japanese, Russia feels compelled to accede to the condition that Manchuria must be evacuated by Russian troops. The second of the conditions acquiesced in by Russia is that Japan shall act as protector or suzerain of Korea. Nothing less could be demanded by Japan if she was to retain her freedom of action in the Peninsula. Already Korea is under the control of the Japanese, and although the shifty Emperor of the Koreans has endeavoured to curry favour with both parties he will probably now see the wisdom of standing by the Japanese in their efforts to subjugate the wild tribes of the Peninsula and civilise the people of Seoul. The final condition which Russia is prepared to grant, is the transfer of her leases in the Liaotung Peninsula to Japan. That would follow the evacuation of Manchuria and the withdrawal of her claims to superiority over Korea as a matter of course. If Japan is to accomplish any reforms on the mainland opposite Nippon she must have full power and authority over the Peninsula, temporarily at any rate. These conditions which have been accepted by Russia mean very little however. The conditions which are still under discussion represent the kernel of Japan's reward. The telegram reads: "Russia opposes the secession of Saghalien; the relinquishment of her interned ships-of-war in neutral ports; the payment of an indemnity, and the limitation of her Navy in the Pacific." How Russia can successfully claim the return of Saghalien is beyond the ordinary mind. Here is a barren land, set apart by Russia as a penal settlement. It has never proved of any value to Russia, except as providing a name to strike terror into the hearts of the revolutionaries. It has been captured without a blow by the Japanese. It is situated in proximity to Japan, and if any nation could make a success of Saghalien it is Japan. The Russian Government, however, feels the loss of a strip of land far more than any other nation would. Britain has given away greater provinces than seven-eighths of the world ever possessed, but Britain was ever quixotic. Russia has ever had a mania for acquiring lands, by diplomacy or force of arms, and it would be a wrench to Russian pride to part even with an island which is little better than a prison compound. But Russia will have to give way on this point, for Saghalien is in the hands of the Japanese, and may already be considered a Japanese possession. On the question that the Russian men-of-war which have been interned at neutral ports since the war began should be handed over to Japan there will be a variety of opinion. It should not be forgotten that the majority of these vessels have not fired a shot in the campaign. They have taken no part in the fighting. Their officers have had no opportunity of distinguishing themselves either by wishing for a glorious death or fleeing from the shadow of the conqueror. They have lain

useless and neglected in foreign harbours; their officers and crews allowed to stagnate, and their very existence almost forgotten. After all, Japan does not need the few paltry vessels which constitute the Russian fleet still existing in the Far East. Japan can well afford to waive that condition. As to the limitation of the Russian Navy in the Pacific, Japan is perfectly entitled to that claim, and in putting it forward she will have the support of all the Powers. Russia may object, but Japan has a strong precedent for her action in this respect. Britain and France practically drove the Russian Navy from the Mediterranean by declaring that no Russian men-of-war employed in the Black Sea should pass the Dardanelles. As to the indemnity, that is the rock on which the plenipotentiaries are likely to split. Japan, as victor on land and sea, is entitled to the payment of the expenses which she has incurred through Russian aggression. These expenses cannot be less than half a million sterling a day. The longer the war is prolonged the greater will be the indemnity. It remains to be seen whether any basis of settlement can be arrived at on this point. But it is at least satisfactory to know that half the conditions laid down by Japan have been accepted, for that argues a readiness on the part of each belligerent Power to settle the unhappy business which has already cost so dearly in blood and treasure in the Far East.

LOCAL AND GENERAL.

SIX regiments of Russian garrison artillery have recently arrived at Vladivostok.

MAJOR MENZIES, who has been some six years in North China, is going away shortly on leave. THE civil government of Karafuto will be organised in the middle of August, after Mr. Kumagaya arrives at Alexandroffsky.

THE four hours' speed trial by the American squadron in the Gulf of Pechili on the 30th ult. was won by the U.S.S. *Raleigh* at 20½ knots.

THERE has been a disastrous storm in western Japan, with fatal railway accidents in Kiushu. Captain Walter Barker, U.S. army, is among the wounded.

OUT of six Chinese who presented themselves for examination this afternoon four were granted certificates to act as pilots within the waters of the Colony.

LIEUTENANT-Colonel H. G. Fitton, D.S.O. Royal West Kent Regiment arrived to-day per s.s. *Ceylon* from Malta, on appointment to command the 2nd Battalion.A JUNK containing two Russian naval officers and fourteen bluejackets (probably from the *Oldhamia*) was captured in distress by a Japanese man-of-war, near Iturup in the Kuriles.A DESPATCH from Kaifeng-fu, capital of Honan, says that there has been a riot at Wu Yang-hsien in Nanyang-fu, caused by the excessive tax there on opium. The deputy of Nanyang-fu was killed by the infuriated mob. — *Sin Wan-pao*.A CORRESPONDENT writes to the *Shanghai Times* from Newchang:—"The Chinese are dying in great numbers here of a strange disease. Their heads swell up enormously till the patients die. Nobody knows what the malady is."THE *Scout Press* announces the death of Mr. Dixey, student interpreter at the U.S. Legation, Seoul, which took place on July 26th. Mr. Dixey was twenty-five years of age, and a native of Boston. He had only been in Seoul for a month.

MISS ROOSEVELT, Secretary Taft, and party had a great day at Nagasaki on the 1st, the Mayor giving a garden party at the O-Suwa Temple, in the Bronze Horse square, and presenting each of his guests with an ivory and silk fan.

THE steamer *Southgrove*, 478 tons net, while lying at anchor in Kobe harbour on the 2nd, was run into by the U.S.S. *K. S. Gensan Maru*, whose steering-gear had broken down. The *Southgrove* was holed below the water-line, but was towed into the Kawasaki dock in time.AMONG the passengers who were to leave Shanghai for Europe by the N. D. L. S. *Prinz Heinrich* on Sunday morning were Sandow's Troupe, a German relief, and a number of Russian refugees from Saghalien. The late arrival of the steamer is caused through rough weather in Japan.

THE wrestling match for \$1,000 between Sandow's champion and the Japanese champion which took place at Shanghai ended in a fiasco, the Japanese refusing to abide by the rules as agreed upon. However, two of Sandow's pupils gave an excellent exhibition of catch-as-catch-can wrestling.

AT 11 a.m. to-day Messrs. Hughes and Hough sold by public auction, on account of the concerned, the steam launches *Alexandra* and *Amelia* both lying at the Army Service Corps Pier, Arsenal Street. The *Alexandra*, built of teak, has a length of 65 feet, breadth 11 feet and depth 6 feet, the engine and boiler being built by the Hongkong and Whampoa Dock Company. The *Amelia*, also of teak, has a length of 60 feet, beam 10 feet, and depth 6 feet. The *Alexandra* was sold for \$3,400 and the *Amelia* for \$3,800, both being purchased after somewhat keen competition by Mr. Chung Shun Koo, landowner. We understand that these launches are to be used as ferries running between Yumail and Hongkong.

THE PRINCE AND PRINCESS ARISUGAWA.

ARRIVAL IN HONGKONG.

When the Imperial German mails s.s. *Prinzess Arisugawa*, who are returning home after a brief visit to Europe, and more particularly to England, whither the Prince had proceeded to "convey a message of friendship and respect to the King and Queen of England, and to the British people from the Emperor of Japan, and to act as a channel through which the Japanese people, separated by thousands of miles from England, might reciprocate the sentiments of cordiality and affection which have been expressed by their Western allies." Shortly after ten o'clock this morning Mr. M. Noma, the Consul for Japan, went aboard the ship to welcome Their Imperial Highnesses, and to convey to them the invitation of H.E. the Governor, Sir Matthew Nathan, K.C.M.G., to lunch at Government House at 2 p.m. to-day. With the Prince and Princess are Major Kikujiro Hishida, I.J.A., Madame Koto Hashiguchi, the Hon. Kikichi Ito (son of the Marquis Ito), Mr. Kinzoku Maruo, Dr. Ishino-sako, Mimura, Capt. Kishichiro Osawa, I.J.N., and Mr. Momotaro Saito. A few minutes after noon Captain Arbuthnot Leslie, A.D.C. to His Excellency, went out in the Government yacht *Stanley*, to meet the Prince and Princess on behalf of His Excellency and to convey them ashore. Mr. M. Noma following shortly after in the launch *Osaka Maru*, to escort their Highnesses' suite to Blake Pier which was selected as the place of landing. At a quarter to one o'clock a guard of honour, composed of 100 men of the 2nd Battalion, Royal West Kent, under the command of Captain Tulloch, marched down to the pier headed by their band and took up a position about 50 yards in front of the entrance, with the King's Colours in their centre. The streets along the route to be taken to Government House had just previously been partially lined by police under Chief Inspector Baker. On the pier, to meet their Highnesses on landing were the Hon. T. Sercombe Smith (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Mr. W. Chatham (Director of Public Works), Hon. Sir Paul Chater, Kt., Sir Henry Berkeley (Attorney General), Mr. A. G. M. Fletcher (Clerk of Councils), Hon. Dr. F. Clarke, (President of the Sanitary Board), Colonel Darling, G.O.C., and others.

THE OFFICIAL LANDING.

As the launch conveying the Royal visitors ashore left the *Prinzess* the first gun of a Royal Salute boomed out from H.M.S. *Tamar*, while the expectant crowd which had gathered began to edge up for a better view of Their Imperial Highnesses. Almost simultaneously the two launches arrived alongside Blake Pier that with the Prince and Princess on the eastern, and the other with the suite on the western side. As soon as the former made fast Captain Arbuthnot-Leslie, A.D.C., handed the Princess ashore, introducing Her Highness to Colonel Darling, who in turn presented the other gentlemen mentioned to the Imperial couple. As the Princess stepped ashore, the band of the Royal West Kent Regiment played "Kimegawa," the Japanese National Anthem. The introductions over Prince Arisugawa, accompanied by Colonel Darling, inspected the guard of honour, the Princess, who was attended by Viscountess Hashiguchi and suite, surveying the scene from the entrance to the pier. The inspection over the waiting chairs were entered and a procession formed for Government House, Their Imperial Highnesses leading off in the two first chairs, followed by their suite and the rest of the party to be His Excellency's guests at luncheon.

Prince Arisugawa, who is a typical Son of Nippon, has a fine, manly appearance, a military bearing, and a bright, open countenance, wore Japanese naval uniform, and also displayed the Star of the Order of a Knight Grand Cross of the Bath, bestowed upon him during his recent visit to England, by H.M. King Edward, as well as the first class order of the Rising Sun. The Princess wore a very handsome dress of white silk, trimmed with chiffon and white lace, and a white picture hat with pink roses and ribbons, and, sensibly enough, was not burdened with any heavy bouquet. The Viscountess Hashiguchi was similarly garbed, blue flowers and ribbons, making the only discernible difference.

As the chairs conveying the party moved off the band again played a few bars of a Japanese air, and as the procession turned into Ice House Street, they struck up a British march and headed the guard of honour back to quarters. A very large contingent of the Japanese community was present to witness the arrival of and reception given to their country's Royalties. After luncheon with His Excellency Their Imperial Highnesses will return on board the *Prinzess* which is scheduled to sail at 5 p.m. to-day.

Mr. Noma, Japanese Consul, had arranged a dinner and *soiree* in honour of their Highnesses, but owing to the early departure of the *Prinzess* this had to be abandoned.

THE ARRIVAL.

A PEN-SKETCH BY AN ONLOOKER.

The crowd that gathered to see the landing of the Prince and Princess was hardly what you would call a loyal and enthusiastic one. It overflowed with the sense of its own importance. A man with a tall hat was seen in the distance, and he was walking—actually walking. He reached Blake Pier without mishap. A squad of Sikh policemen, came along and took their stand near the Pier, and the majordomo of the lot, with a big sword, marched majestically along the line. A few minutes afterwards, the Sikhs disappeared, and where they went to is still a question for the crowd.

The first intimation that anything unusual was on the *Prinzess* was furnished by the Governor's "chair" passing along Queen's Road.

That sufficed for the multitude; they were after the "chairs" with such enthusiasm that they could not be seen for dust. A long and weary wait was in store for them.

Then the Kents, led by the band, appeared, sweating, tired, but always orderly. The band played a rousing march, which even set the coolies stamping their feet to keep time. The tunics of the Kents were wet with perspiration. Their medals shone as if their wearers had just come from an onslaught.

A big burly inspector of police, whose face and manner were so genial that they kept the crowd at peace with the world and established authority, said "Back, please." A little more, and half the people in the back rows would have fancied they were at Section. "Look after that lot there," he said to a subordinate, but it was an easy task set the policeman. Never was a crowd so quiet and respectable. There were two lawyers, three shipping clerks, the heads of two shipping firms and a journalist in sight. The rest of the people were cramming their way to the pier.

Between the band of the Kents and the bodyguard was an open space. First a Chinese coolie tried to cross. With a kindly hand the soldier-constable put him back. Then a Japanese, sure that for the time he must get precedence, was ordered back. When a couple of Britishers tried their luck they were shoved behind. A German attempted to pass the golden gate, and when he said that "All I want to see is how the Princess walks" he found himself in clover, metaphorically speaking. There wasn't a lady in the crowd.

The landing of the Prince and Princess took place to the accompaniment of guns from several batteries. There was the usual bowing and introducing, and then the walk to inspect the bodyguard.

Prince Arisugawa is a little dapper man, sharp-featured, keen, intelligent. He looks an aristocrat, a pocket edition of "Bobs," and military to his finger tips. He seems darker than most Japs, but that may be due to his Raleigh beard and moustachios. To put it in a word he is a clean-cut cameo representation of the nation from which he hails.

The Prince inspected the bodyguard—a fine lot of men in charge of a captain who seemed "too young for his task" as the German said—and did not forget to salute the colours. Colonel Darling stood like a mountain beside the little Royal Highness. People listened to the Japanese national anthem in a most perfunctory way.

What everybody wanted to see was the Princess. When the inspection was finished, the party got into "chairs." Like the gentlemen they were, the crowd uncovered as the Royal party started, even the coolies taking down their queues. The Prince with the Order of the Bath on his breast came ahead; then came the Princess and here was a wonder for the people. The Princess in the general opinion of the crowd was lovely. None of the photographs which we have seen does justice to the Princess; her smile would have charmed the heart of a wheelbarrow, as the Highlander would say. She would conquer an army where arms would fail.

The procession of "chairs" went on; honourable members of the Legislative Council looking supremely uncomfortable in their top-hats and frock-coats. Last of all came Mr. Chatham, smiling as ever, and quite at home.

The band struck up a lively air and the show, which had lasted for nearly five minutes, was over.

SHIPPING JETSAW.

SWIFT PASSAGE OF A SAILING SHIP.

The sailing ship *R. nee Rickmers*, from Philadelphia to Kobe with a cargo of case oil for the Standard Oil Co., arrived at Kobe on 6th inst., after the remarkably quick passage of 109 days. This is believed to be a record between the two ports. The only bad weather encountered was in the China Sea.

FITZGERALD'S CIRCUS.

ANOTHER SUCCESSFUL PERFORMANCE.

The delights of the entertainment provided by Fitzgerald Bros. as revealed to the public for the first time on Monday proved of such captivating excellence and variety that many who attended the circus on the opening night must have been wishful to see it again. At all events it seemed that about as much as Hongkong as could be packed in the large tent at Causeway Bay was present at the performance last evening, and thoroughly enjoyed its visit to this storehouse of pleasure. We have already alluded to the programme in detail, and need not again dwell upon the numerous items that go to make a thoroughly brisk and enjoyable entertainment. There are beautifully trained horses, performing dogs (which seem to get as much pleasure out of their own tricks as the most enthusiastic of the audience), and clowns and acrobats galore. The evolutions of the six black Hungarian horses, introduced by Mr. H. Cardello, are as graceful as they are clever, and the same terms of praise might be applied to the riding of Will Henderson and of Mollie Dagmar. One of the most thrilling episodes of the programme is the performance by the Herbert family of aerial gymnasts. They do quite a number of beautiful feats, which, while startling in appearance, do not seem to call for any criticism on the score of danger, because except in the event of a total failure of nerve on the part of the performers, no particular risk of accident seems to attend their daring acts. These are only a few of the numbers; there are turns by other entertainers which are equally as appreciative, while the acts with an elephant, tiger, lion, and so on come in for a good deal of praise. There is no doubt that Fitzgeralds will hold their own amongst competing shows, and for the younger portion of the community more especially it would be hard to lay the finger upon a more delightful entertainment.

"MINNESOTA" RECORD RUN.

The following official report of the last homeward voyage of the Great Northern Co.'s s.s. *Minnesota* (with the Japanese Peace Plenipotentiary on board) is just to hand from Capt. J. H. Rinder, viz.:

Departure Yokohama Lightship, 5.00 p.m. July 8th.
Daily runs.....July 9, 27½ knots.

10,	33½
11,	34½
12,	33½
13,	33½
14,	35½
15,	35½
16,	36½
17,	34½
18,	34½
19,	35½
20,	37½
21,	42½ knots.

To port.....19, 137-4,229 knots.
Arrival, Port Townsend, 10.31 p.m., July 19th, 1905.

Passage 11 days, 25 hours.

Daily average speed..... 35.61 knots.

Hourly..... 14.75

THE REPORTED BOYCOTT TRAGEDY

AT WUCHOW.

Since publishing the report of the alleged murder at Wuchow, of a merchant named See Kee Cheung who it was said had been shot dead by a coolie in connection with the boycott movement, we have been endeavouring to obtain further particulars of the reported tragedy. We are now in a position to state, on the best authority, that the report is absolutely without foundation, proof of which is furnished by the fact that Mr. See Kee Cheung is now in Hongkong.

BEFORE Mr. G. N. Orme this morning Inspector Smith charged Li Tsui Shi, a widow, of 13, Albany Street, for that she feloniously and with intent to defraud did offer an instrument purporting to be the will of Li Tai Hing, alias Li Chan Shang, deceased, and to have been marked by him in the presence of witnesses; contrary to section 23 of Ordinance 4 of 1865, at Victoria in the Colony of Hongkong, on the 10th of July, 1905. Mr. O. D. Thompson appeared for the prosecution, and Mr. F. C. Barlow, of Mr. H. K. Holmes' office, for the defence. Mr. Thomson applied for a remand, which was granted until the 29th inst., bail being allowed in the sum of \$250.

ANOTHER case showing what little appreciation certain classes of Chinese have for charitable hospitality was called on before Mr. F. A. Hazeldan this morning, when Inspector Cameron placed Cheong Kwong in the dock to answer to the charge of theft in a house at Matakok on the Kowloon road. Complainant said Cheung came to his house, penniless, homeless and hungry, on the night of the 14th inst. and although he knew him not, he took him in, fed and lodged him. When complainant awoke the next morning he found his guest had disappeared with a belt, jacket, and a purse containing \$1.50. Later in the day the man was arrested, and a dollar and some odd cents were found upon him, together with a pawn-ticket relating to the jacket, belt and purse. Defendant admitted his act of ingratitude and was sentenced to six weeks' hard labour, six hours' exposure in the stocks, and ordered to be banished on the expiration of his sentence.

NEWS is published of the recovery of the body of a guide who was lost twenty-eight years ago in one of the glaciers of Mont Rosa. The incident has many precedents, the slow but steady movement of the glaciers continually causing them to give up their dead after the lapse of years. The first case of the kind that attracted notice was that of the victims of the famous Hamel accident on Mont Blanc. Lost in 1820, their bodies appeared at the foot of the glacier forty-one years afterwards. Another well-known case was that of Captain Arkwright. He was overwhelmed by an avalanche and swept into a crevasse in 1866. His body was found on the lower part of the Glacier des Bossons in August 1897, and his watch and other articles belonging to him were recovered in May and June 1899. It will be remembered that Lady Florence Dixie asked in the early part of the year that information should be sent to her if the glacier gives up the body of her brother, who was lost forty years ago in the Alps.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 15th at 5 p.m.: This morning the depression was lying between Meiko Sima and the Loochoos and moving NNW.

On the 16th at 12.10 p.m.: The barometer has risen slightly over the E. coast of China and Formosa.

The depression, lying to the W. of the Loochoos yesterday afternoon, has probably recovered and may now be approaching the coast of SW. Japan.

The Japanese returns for this morning are, however, not yet to hand.

Moderate variable winds are likely to prevail in the Formosa Channel and moderate S. winds over the N. part of China Sea.

Forecast:—variable winds, light or moderate; thundershowers.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Heinrich*) 17th inst.
Australian (*Changsha*) 19th inst.
Indian (*Lightning*) 21st inst.
French (*Ernest Simon*) 22nd inst.
Indian (*Lutian*) 23rd inst.
Canadian (*Tartar*) 30th inst.

The Java-China-Japan Line s.s. *Tytlaf* left Kobe via Amoy for this port on 15th inst., and may be expected here on 24th inst.

The Apac Co.'s s.s. *Lightning* from Calcutta left Singapore for this port yesterday afternoon, and may be expected here on 21st inst.

TELEGRAMS.

[Private.]

LANGKAT DIVIDEND.

Shanghai, 16th August.

The Maatschappij tot Mijn. Bosch- en Landbouweexploitatie in Langkat has declared a third interim dividend of Tl. 2 1/2 per share payable on the 15th proximo.

[We are indebted to Messrs. Benjamin, Kelly & Pott for the above telegram.—Ed., H.K.T.]

[Reuter's.]

The Peace Conference.

JAPAN AND KOREA.

LONDON, 14th August.

The Conference on Saturday discussed, inconclusively, the recognition of Japan's preponderant position in Korea.

The Plenipotentiaries reassembled yesterday; the status of Korea clause has been disposed of.

Norway.

A Norwegian plebiscite has, practically, unanimously approved of the dissolution.

The Visit of the French Fleet.

Later.

The French fleet has left Portsmouth. Enthusiasm of its reception, which culminated in the historic celebration in Westminster Hall, has created a profound impression in France.

DODWELL v. MOSS.

QUESTION OF DAMAGES.

At H. B. M. Supreme Court, Shanghai, on 11th inst., before Mr. F. S. A. Bourne, assistant judge, application was made by the defendant or appellant for leave to file an amended answer, and a motion to dissolve the interim injunction granted against him by the Provincial Court of Foochow for an order that plaintiffs or respondents give an undertaking as to damages.

Mr. Ellis appeared for the appellant; Mr. Macleod for respondent.

According to the N. C. D. News report, Mr. Ellis said he understood that his friend was willing to agree to appellant amending his answer. With regard to the second part of the application he understood his friend was willing to give an undertaking as to damages. He respectfully submitted that he should be heard as to the injunction being dissolved.

His Honour said he was not ready to hear argument on that point. No doubt the respondents should have given an undertaking when the interim injunction was issued.

Mr. Ellis said that if he could satisfy his Honour as to certain facts and points of law he would argue that the injunction should not have been granted under the circumstances.

His Honour said the undertaking would have to be given; he did not know whether Mr. Macleod was prepared to argue on the other matter.

Mr. Macleod said Mr. Ellis' application was in the nature of an appeal.

His Honour did not feel prepared to deal with anything of the kind. The undertaking being given appellant's application was satisfied. He was not prepared to hear further argument unless Mr. Macleod was prepared to go on. Appellant asked for the undertaking or the dissolving of the injunction. Having obtained the undertaking the alternative fell through. If both were required the application should have been worded differently.

Mr. Ellis said that if the interim injunction was dissolved he did not want the undertaking as to damages.

His Honour repeated that he could not go on without Mr. Macleod's consent.

Mr. Macleod said that if there was an appeal against the injunction it should be treated as an appeal.

His Honour said Mr. Ellis came to Court to protect his client. Something had been done in Foochow which undoubtedly placed his client in an unpleasant position, with no one to look to, in case the injunction was unjust. That was going to be remedied by requiring respondents to give security that if the injunction was wrongly granted they would indemnify him. Then, as Mr. Macleod said, whether the interim injunction was dissolved or not it would have to be settled by an appeal.

Mr. Ellis stated that application for leave to appeal to this Court with regard to the interim injunction had been made at Foochow. It was on that appeal that he attended that day.

Mr. Macleod said he had received no notice of any appeal.

His Honour said he would rather have notice. If Mr. Ellis wanted to go further during the vacation and if his client would be suffering any wrong by waiting until September he would be quite ready to hear it on notice being given.

Mr. Ellis thought he had made it quite clear what he wanted. The heading of his application showed that was an appeal from a provincial Court. He asked leave to amend the application to read "and that in the event of the injunction not being dissolved plaintiffs shall give an undertaking as to damages."

Mr. Macleod asked that the appeal should be set down for hearing in a proper way, with notice of hearing.

Mr. Ellis said that the only point he intended to argue was that the provincial Court should not have granted the injunction.

His Honour said there was nothing more to be talked about. Leave was given to amend the answer, and Mr. Macleod would give an undertaking with regard to any damages appellant might have suffered by the granting of the injunction.

Mr. Ellis asked that the hearing of the appeal should be set down as soon as possible. His Honour, at Mr. Macleod's request, left it to counsel to settle the date of hearing.

MR. J. R. TWENTYMAN.

FAREWELL DINNER.

HEARTY SEND-OFF GIVEN TO LATE DOCK DIRECTOR.

If there are any doubts among the shareholders of Messrs. S. C. Farnham Boyd & Co., as to the personal popularity of Mr. John Twentyman, the retiring managing director, a peep into the large private dining room of the Shanghai Club last evening would have set all such fears at rest, says the *Shanghai Times*, of 11th inst. Rarely has a more representative body of men sat down to a banquet table in Shanghai. Added to this there was a spontaneity and full-heartedness in the entire proceedings that would have touched even a more experienced man of the world than Mr. Twentyman. The guest of the evening has been accused of having made more enemies than any other man in Shanghai, yet strange to say not one could be found among the two persons representing every walk of life who attended the banquet.

Mr. John Prentice occupied the seat of chairman, and was supported on the right by Messrs. Twentyman, Bourne and McLeod, on the left by Sir Pelham Warren, Commissioner Hobson and Consul Pitzipies.

Rev. C. R. Darwent, M.A., offered grace, after which Mr. Prentice proposed the King, which was drunk with musical honours.

Mr. Prentice then tossed the guest of the evening. Mr. John Twentyman had been known by him for over 25 years and during that time the very best of relationship had existed between them. Referring to Shanghai landmarks such as Sir Pelham Warren and Messrs. McLeod and Young, he said these gentlemen could safely endorse the remarks he had made. The gentlemen who honour Mr. Twentyman to-night are representatives of the Crown, law, architects, merchants, and even brokers. (Several voices "What about your son-in-law?") "Answer, 'He's all right.'" Curiously enough, to-night we are also celebrating Mr. Twentyman's birthday. Under the circumstances two toasts would be in order, but as he (the Chairman) was a Scotsman, he studied economy, and was therefore careful to see that one toast answered the purpose. We are all unwilling to say good-bye to our guest, but the prospect of a future meeting brings us compensation. Gentlemen, drink with me to the health of Mr. Twentyman.

This toast was fittingly honoured, the banquet singing "For He's a Jolly Good Fellow," followed by the usual cheers and repeated "tigers."

Mr. C. M. Bain was then called upon to sing and replied with "Little Mary," the last verse of which raised the roof and had to be repeated. It ran:—

There's a certain man named Twentyman of universal fame
Because of Farnham—Good old Farnham's.

Now we all regret he's leaving us because he's played the game
In running Farnham's—Good old Farnham's.

Once he drove across the Garden Bridge and tried it at a trot
But the pony couldn't stand the weight and over went the lot.

So they took him to the hospital and laid him in a cot,
Away from Farnham's—Good old Farnham's.

Farnham's! Farnham's! the best of health to Farnham's;

It has always been a well run firm has Farnham's.

Now the old man wants to go
And let's a Prentice run the show.

There's still the good old backbone left in Farnham's.

When Mr. Twentyman arose to reply he was visibly affected by the expressions of esteem. He sincerely thanked Mr. Prentice for his kind remarks. For 25 years they had worked harmoniously together, and it was with feelings of regret that circumstances necessitated his departure home. But he would always carry the pleasantest recollections of Shanghai and the friends left behind. He could safely say the business was left in excellent hands, and he heartily wished it all prosperity. Some day he hoped to return and shake hands with his old friends.

Mr. J. Douglas of the Old Dock then sang "Hurrah for the Highlands."

Mr. Wilcockson called attention to Mr. Twentyman as a father. It is not the usual case, he said, to refer to such a fact, but every one who knew Mr. Twentyman as intimately as he did, must have been struck with his devotedness to home and family. He proposed a toast to Mrs. Twentyman.

At this stage Mr. G. S. Lindsay sang "Ten Thousand Miles Away."

Mr. Twentyman replied to the toast to his wife, by saying that he certainly had never had a better one.

Mr. Ernest Hall, in his usual brilliant manner, delighted the banqueters with a pianoforte selection.

Sir Pelham Warren proposed the health of their host, Mr. Prentice. To which Mr. Prentice fittingly replied by toasting our popular Consul General, which was honoured by the guests singing "Rule Britannia."

Mr. Jas McKie sang in his usual inimitable manner, "The Tarapaulin Jacket" to the accompaniment of Mr. W. C. Murray.

After Sir Pelham replied, the Chairman proposed the health of the foreign friends present, coupled with the names of Messrs. Chapal and Broderston.

Mr. Bain then sang in good, old Scotch style "Hock Aye," which was enthusiastically received, the guests joining in the chorus.

Mr. Chapal replied in French, while Mr. Broderston made a very brilliant oration in English, dwelling chiefly upon his long intimacy with Mr. Twentyman.

Mr. Clements was pressed into singing "Pretty Polly Perkins," and it was with reluctance he sang without the aid of an accompanist.

Before terminating the proceedings, Mr. Prentice asked Messrs. Bain, Lindsay and Burns to sing "We are no foe." This selection proved to be one of the hits of the evening.

"Auld Lang Syne" and "God save the King" closed the normal programme.

Among those present were Sir Pelham Warren, Rev. C. E. Darwent, Messrs. H. G. Dowler, F. S. A. Bourne, D. Landale, A. McLeod, G. Collins, J. H. J. Tripp, W. H. Barham, B. Atkinson, C. H. Godfrey, E. Cornish, W. J. B. Chaler, R. Toeg, W. Young, H. E. R. Hunter, G. R. Wheelock, M. Chapal, W. Cowan, E. F. Mackay, James Mackie, R. Carr, W. E. Murray, G. H. Potts, S. S. Shorrocks, R. H. Shaw, H. Wilcockson, W. Carlson, S. Groundwater, M. Yawara, H. Robertson, W. S. Burns, C. M. Bain, J. C. Houston, D. Black, J. G. Mackenzie, F. Crighton, H. von Ruckner, H. Broderston, G. Koiff, W. M. Lay, A. Tait, E. W. Clements, I. G. Wilson, G. D. Scott, G. S. Lindsay, A. E. O. Arbutnot, R. S. Freeman, Dr. Graham, S. Hardoon, H. S. Smart, W. M. Dowdall, J. P. Parker, W. B. Buyers, J. Douglas, J. Strang, J. Dunstan and J. Rodgers.

It is understood that Mr. Twentyman is on board of the N.D. L. S. *Prinz Heinrich* due in Hongkong on Thursday.

THE AMERICAN BOYCOTT.

AN IMPORTANT PROCLAMATION.

The following proclamation received in Shanghai from Yuhu is printed in the N. C. D. News:—

(Yuhu, wearing the bravest second grade red button, an expectant Taoist of Anhui province, and Chief Commissioner of the Wuhu, Bureau of Commerce, issues the following proclamation for the information of all concerned:—

On the 13th of July I received a dispatch from his Excellency the Governor, stating that the Waiwupu having received telegrams from Chinese merchants of various ports stating that they had inaugurated a boycott on American goods as a means of protesting against the unjust clauses of the New Exclusion Treaty, and requesting the Waiwupu not to sign the new Treaty as it stood, the Waiwupu had replied that the draft of the Treaty had been drawn up by Minister Liang Chong in Washington, who sent the draft to the American Foreign Office, but that it had not yet been settled upon. Furthermore, the U. S. Minister Rockhill, who had arrived in Peking, had in a conference with the Waiwupu regarding the new Treaty, spoken in a friendly and affable manner, nor was there any indication of coercing our Government to sign the draft of the new Treaty as it stood. Moreover, the said U. S. Minister had also signified his willingness to telegraph to his Government to change for the better any of the objectionable clauses in the proposed new Treaty. It is, however, feared that the Chinese merchants in question may have acted in a moment of impulse, although it is recognised that the step they have taken in unanimously proposing the boycotting of American goods and manufactures either through the columns of the Press, or by Expresses, was inspired by just anger at the treatment of their fellow-countrymen entering the United States. There is cause for apprehension, however, that evil characters may take the opportunity to create disturbances and influence the ignorant masses to break the peace. In view of this, therefore, the Waiwupu states that it is most important that steps be taken to exhort everyone to be patient and quietly await the result of the said Board's deliberations on the subject. His Excellency the Governor, having sent a reply by telegram to the Waiwupu, now instructs the Bureau of Commerce to issue this proclamation to inform all concerned that as the new treaty is still being deliberated upon by the Waiwupu, and that nothing definite has as yet been decided, all gentry, merchants and literati are exhorted to wait patiently for the instructions of the Waiwupu and cast away all doubts and suspicions, and they are also further asked to exhort the labouring classes and common people amongst them to await the result of the deliberations of the Waiwupu in the same manner, and refrain from listening to the evil influences of the rowdy element, and thereby avoid creating disturbances which will only end to their own detriment. Let all respectfully obey. An important proclamation. 31st year of Kuang Hsu, 28th day of the 6th moon (30th July, 1905).

AN OPEN LETTER.

On the 12th inst. our senior morning contemporary at Shanghai referred to an open letter printed in the vernacular press of the northern port, from Taotai Tseng Shao-ch'ing, the Chairman of the Committee on the American Boycott there. The gist of the letter, says the *North China*, was that he had been secretly warned by several friends that certain persons were taking measures to "spoil him" at all costs, regardless of expense or method, either by moving the high official of the provincial Governments to interfere, or by coercing the Imperial Government with threats, or by the engagement of some assassin or assassins to quietly remove the author of the letter from the land of the living. Again, other friends have further worried him that his secret enemies are working on the fears of the Consular Body by declaring that this union and bringing together of the Chinese nation, unless crushed with the strong hand, will certainly work harm to the future interests of Foreign Powers in China, and foreigners may bid farewell to any thought of living from henceforth in peace in this country. These warnings were received by Tseng Taotai on the 8th instant. On the following day two persons, hitherto unknown to Mr. Tseng, called on him, and upon being asked to state the object of their visit gave him practically the same warning, adding besides in graphic terms the plan by which it was proposed "to put Mr. Tseng out of the way." It must, however, be known, in justice to himself, remarks the author of this open letter, that he was not present at the mass meeting of the 10th instant, nor was he the author of the declaration made that day by Mr. Ma Siang-peh—which there has been a disposition to saddle him with—in which it was proposed to refuse taking up all contracts for goods that had not been notified for shipment to China at the United States Customs by a certain date. The true fact of the case, his unknown visitors declared, was that the astonishing resolution, as published in the newspapers, was part of a scheme of Mr. Tseng's secret enemies to victimise him and to bring discredit on the national movement in the eyes of the world. Mr. Ma Siang-peh was somehow persuaded to make the declaration as a motion before the meeting, and he unwittingly fell into the trap, that had been thus diabolically prepared. In view of all this Mr. Tseng was exhorted by his unknown visitors to keep away from the nonce from Shanghai so as to avoid being made a certain victim by his enemies. Of course, as a patriot and a gentleman, Mr. Tseng refused point blank to entertain even a thought of such an idea, and declares that he is ready to meet with calm and fortitude any fate that may be destined for him as the author and leader of the boycott. He then tells his readers the way how he headed the movement, which was follows:—

As early as the 10th of May last there was a meeting of merchants and gentry in the Chinese Chamber of Commerce to consider the method of protesting against the unjust provisions of the proposed Chinese Exclusion Treaty, and during the discussion which ensued it was resolved that the most effective way was to stop using goods of American manufacture. This resolution being enthusiastically accepted, without a single dissentient, the next step to be considered was as to the wording of the circular telegram which was to be dispatched to the Chambers of Commerce, merchant associations, and prominent guilds of the various treaty ports and principal inland cities of the Empire,

notifying them of the decision arrived at by the members of the Chinese Chamber of Commerce in Shanghai to obtain better treatment in the future for the exempt classes, labourers, and handicraftsmen entering the United States, and asking the co-operation of their fellow-merchants and gentry throughout the Empire. Then came the crucial test of the stamina of those present. His Excellency Yang, Chief Representative of the Shanghai in Kiangsu, who was at the meeting, told those present that the proper and the best way to obtain credence of the bona fides of the proposed national movement was that the telegrams should bear the signatures of some well-known names. Many of those present showed embarrassment, apparently, because none was willing to have his name heading the telegrams. Thereupon Mr. Tseng stood up and declared his willingness to head the signatures of the others and assume the responsibility, if no one else in the room cared to do so, as the proposed movement was one for the good and benefit of the public, and as public men it was the duty of every one present to do what he could for the advantage and welfare of such public. "When I made this declaration," says the writer of the open letter, "my words were received with a great clapping of hands and shouts of approval from those present, and this was how I came to head this grand national movement, for which I am ready to stake my life if need be." The letter finally closes with a statement that if his enemies wish to do him any bodily harm he will tell them exactly at what hours and where he may be found each day by them, viz:—Before 10 a.m., at his own residence; after that hour and until noon, at the Huasheng Company's offices, when he returns home for tiffin; between 2 and 3 p.m., he goes out to make calls on his friends; at 4 p.m., he goes to the Silk Guild, and at 5 p.m., he is at the Chinese Chamber of Commerce.

The Shanghai Chinese are carrying on a vigorous campaign against the smoking of American brands of cigarettes. Posters are surreptitiously put up all over the Settlements warning Chinese against them and portraying grotesque representations of men with dog's heads, etc., the result of persisting in using them. The police are doing their best to stop this practice, but it is obvious that it is very easy for an enthusiast to put up placards when no police are in the vicinity.

In an editorial dealing with the communication received from the Hon. W. W. Rockhill respecting any breach of the 1838 Treaty, the *N. C. D. News* says that "the United States Government holds that the boycott, by its interference with trade, is a breach of this article, and proposes to hold the Chinese Government responsible for that breach. It is to be hoped that the Government will act promptly, for it is impossible to say how widely and deeply the boycott will extend, if it is not stopped. Anti-foreign proclamations are already appearing at the river ports full of lying charges and misstatements, and we know by experience how small a pretext will start the predatory classes in China into action. There is, besides, the certainty of a very serious financial crisis here, if the boycott is not stopped, in which natives will suffer at least as much as foreigners."

COMMERCIAL.

CHINA TRADERS.

It has been understood for some little time that the China Traders' Insurance Co., Ltd., was to be amalgamated with the Union Insurance Society of Canton. In their Share Report of the 10th inst. Messrs. J. A. Sullivan & Co. write, under the heading "China Traders:—We are credibly informed that the old name, after the amalgamation, will not disappear, but that the Company will formally pass under the management of the Union Insurance Society of Canton, who will assume control and direction of the China Traders' business, and arrangements will be made to pay off the present staff of the company in a liberal manner."

To-day's Advertisements.

THE ROYAL HONGKONG YACHT CLUB.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF MEMBERS will be held at the Hongkong Cricket Club Pavilion, on THURSDAY, the 24th instant, at 5.30 P.M., when the following Resolutions which were unanimously adopted at an Extraordinary General Meeting of Members duly convened and held on Thursday, the 10th instant, at the Club's Matsed, Kowloon, will be submitted for confirmation:—

(1) That the Exchange of Site offered by the Hon. the Colonial Secretary be and is hereby accepted.

(2) That the Plans as prepared by Mr. C. H. Gale and approved by the Committee be and they are hereby adopted.

(3) That Debentures of \$50 each to the value of \$20,000, bearing interest at 7%, payable yearly and redeemable at the option of the Club be issued as from the 1st of January next.

H. PERCY SMITH, Secretary.
Hongkong, 15th August, 1905. [83]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, 28th August:—From Lyemum, West Battery, towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 A.M. and finishing at 11 A.M.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR, Harbour Master, &c.
Harbour Department,
Hongkong, 16th August, 1905. [84]

To-day's Advertisements.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be Payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 16th August, 1905. Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
T. ARNOLD, Secretary.
Hongkong, 15th August, 1905. [85]

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SAMBIA,"
Captain Lühning, will be despatched for the above Ports, on WEDNESDAY, the 23rd instant, at 5 P.M.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 16th August, 1905. [87]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUS-EN"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd instant, at 9.30 A.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.
Hongkong, 16th August, 1905. [8]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where the consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 22nd instant, 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 16th August, 1905. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 18th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.
Hongkong, 16th August, 1905. [46]

FITZ GERALD BROS.

MAMMOTH CIRCUS COMBINATION.

PRONOUNCED BY PRESS AND PUBLIC TO BE THE BEST SHOW EVER SEEN IN HONGKONG.

TO-NIGHT (WEDNESDAY) TO-NIGHT, August 16th,

AND EVERY EVENING TILL FURTHER NOTICE,

AT 9.15 P.M.

NEXT MATINEE:

SATURDAY, August 19th, at 4.15 P.M.,

Children 30 Cents to Matinees.

LOCATION: CAUSEWAY BAY.

Prices:—Boxes and First Chairs \$3; Second Chairs \$2; Stalls \$1; Gallery (Chinese only) 50 cents. Special rates for men of the Naval and Military Services.

Box Plan at ROBINSON PIANO COMPANY.

Special Trams will leave the Post Office every few minutes direct to the door and will await passengers after the performance.

A Special Tram runs to the Peak after the performance.

HAL GEORGE, Representative.
Hongkong, 16th August, 1905. [86]

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

PIANOFORTE MANUFACTURERS, TUNERS, POLISHERS

AND

REPAIRERS

BEG TO CALL ATTENTION TO

THEIR EXTENSIVE STOCK

OF

HIGH-CLASS INSTRUMENTS,

BOTH OF

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	16th August.
GLASGOW and LIVERPOOL	"ULYSSES"	16th "
GLASGOW and LIVERPOOL	"ALCINOUS"	23rd "
GLASGOW and LIVERPOOL	"AG MEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	17th August.
GENOA, MARSEILLES & LPOOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
GENOA, MARSEILLES & LPOOL	"VANGTSE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th August, 1905.

CHINA NAVIGATION CO., LIMITED.

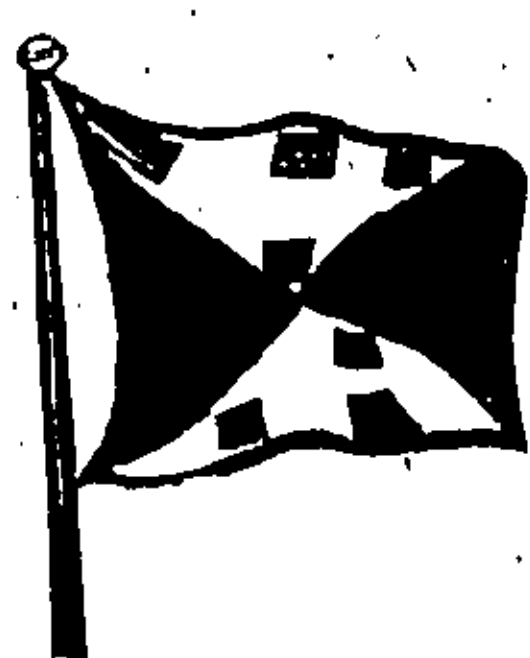
FOR	STEAMERS	TO SAIL
TSINGTAO, CHEFOO and NEWCHWAN	"ICHANG"	17th August.
SHANGHAI	"KIURIANG"	18th "
SHANGHAI	"PAKHOT"	22nd "
MANILA	"TEAN"	22nd "
CEBU and ILOILO	"SUNGKIANG"	22nd "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN	"CHIEH"	25th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th August, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
RUBI	2540	A. H. Nolley	"	SATURDAY, 2nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th August, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th August, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

Has always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Kilmans Duplicator.

Hongkong, 13rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 379.

Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,139 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 26th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SRABAYA & SAMARANG	"POOSHING"	THURSDAY, 17th August, 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 18th August, 4 P.M.
SHANGHAI	"KWONGSANG"	SATURDAY, 19th August, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 22nd August, Noon.
TIENSIN	"ESANG"	FRIDAY, 25th August, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th August, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	September 1st, 1905.
"NICOMEDIA"	4,379	Wagemann	September 26th, "
"NUMANTIA"	4,379	Feldmann	October 14th, "
"ARABIA"	4,483	Metzenhain	November 7th, "

The S.S. "Aragonia" left Portland on July 22nd, and is expected to arrive here on August 22nd.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"BENLARIQ"
Captain Wallace, will be despatched as above,
on or about the 27th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd August, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"
Captain Ellis, will be despatched for the above
Ports, on WEDNESDAY, the 6th September,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th August, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION
TRIP TO MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.

The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout by Electricity, also hot
and cold water is supplied.

FARES.

First Class single journey to Canton \$3.00
Second " " " " 1.50

First class single journey to Macao 1.00
" " " " with Cabin 2.00
" " " " " " " " 2.00
" " " " " " " " 3.00

Second " single " 80 Cents.
" " return " \$1.50

Third " single " 50 " " " " " " 30 "

Breakfast, Tiffin or Dinner \$1 each only.
Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.

The wharf in Macao is the same as the
S.S. "PERSERVERANCE."

For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SHIMOSA" 27th August, 1905.

"SATSUMA" 25th September, "

For Freight and further information, apply
to DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th August, 1905.

[523]

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards and drum below indi-
cates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.

A cone point downwards indicates a typhoon
to the South of the Colony.

A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on H
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE-BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-
WARNINGS are exhibited on the above boards

daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecasts, and information regarding the exten-
sion and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. G. FIOO,

Acting Director.

Hongkong, Observatory, 22d January, 1904.

ABOUT VARIOUS COUNTRIES.

THE SENSIBLE SWISS.

Our friends of the picturesque costumes and
customs who dwell within the shadow of the
Alps are a pretty level-headed folk. While in
a sense isolated from the busy world and living
a life almost Arcadian in its simplicity, the
Swiss are by no means laggards in the march
of progress. We delight to boast of our public-
school system, but the education given in the
schools of Switzerland is in many respects
more comprehensive and practical than that
offered in our curriculums. The girls, for in-
stance, are taught not only to read and write
and spell, but to cook, to wash, to sew, as is
Robert Webster Jones in the March 20th
keeper. In addition to being trained for
duties of homemaking and housekeeping, each
girl is taught some useful trade. Many of the
pupils are daughters of rich parents, and there
is little likelihood of their ever having to earn
their own living, but the paternal Government
takes the view that every member of society
should possess the ability to be self-supporting,
even though the necessity to exercise that
ability should never arise. No expense has
been spared in equipping the schools of Switzer-
land for the teaching of domestic science.

The boys, too, have not been neglected in
the Swiss system of education. Physical cul-
ture and manual training have prominent places
in the curriculum, and every boy on leaving
the public school is equipped to earn his own
living. Fads and fancies are absent from the
Swiss schools. The hard-headed taxpayers
want to see some return for their money.
They demand that the education for which
they pay shall be practical and useful in after
life. Are they not right?

LYNN-BYD SPIES OF RUSSIA.

Russia is pre-eminently the land of spies.
Democratic and socialist France has raised
the spy system to a state function, but in Rus-
sia it is the very soul of the state. In Mos-
cow, in the streets, agents of the police are
stationed every 50 yards in addition to secret
agents watch the houses day and night
—one being allotted to every four houses; and
in every house is another spy, the porter. Go
where you will, you are never out of the watch-
ful eye of the police. You brush against a
spy in your hotel, as in the theatre; in a restau-
rant, as in the drawing-room of a friend. It is
ridiculously easy to recognize those who meet
in the fashionable resorts. They have evident-
ly been instructed to disguise themselves as
gentlemen, and for one of them the livery of
gentleman is a frock coat, a silk hat, and al-
ways—by rain or sunlight—an umbrella. The
amous third police! A stranger might fancy
that in an open cab—talking French or Eng-
lish to his friend—he would at least be safe
from surveillance but his friend will touch him
significantly and speak of the weather. The
fat cabby on the box, so content, with white
hair and good paternal eyes, may be a spy,
more skilled in the languages than the travel-
ling stranger; and, if the cabman has been
found loitering near the great clubs, the hotels,
or the embassies, the chances are strong that
he is. A subtler police than that of the third
section—the akhrai, which has its ramifications
in every capital in Europe and America—com-
pletes this great system of espionage. Its mesh
is over every man in Russia; no one goes un-
watched—save only old Count Tolstoi—Vance
Tompson in Success.

THE PAPAL FLAG.

The Papal flag is comparatively unfamiliar
outside of the Eternal City. The war flag of
the defunct temporal power of the Pope was
white, and in its centre stood figures of St. Peter
and St. Paul, with the cross-keys and tiara
above them. The flag of the merchant ships
owned by the subjects of the States of the
Church is a curious combination, half yellow
and half white, with the design of the cross-
key on the white. The social disposition of the
crusader king of Jerusalem, half yellow and
half white, is quite new, and appears unrec-
ognized. The flag of the crusader king of Jeru-
salem introduced were the two mitres, gold
and silver, five golden crosses being placed
upon a silver field. This was done with the in-
tention of making the device unique, as in all
other cases it is deemed false heraldry to place
metal on metal.—Chicago Journal.

THUNDER.

How many people understand the scientific
explanation of thunder? The sound is due to
the fact that the air traversed by an electric
spark, that is, a flash of lightning, is suddenly
raised to a very high temperature, and its
volume, moreover, considerably increased. The
column of gas thus suddenly heated and ex-
panded is sometimes several miles long, and
as the duration of the flash is not even a mil-
lionth of a second, it follows that the noise
bursts forth at once from the whole column,
though for an observer in any one place it com-
mences where the lightning is at the least
distance. The beginning of the thunder clap
gives the minimum distance of the lightning,
and the length of the thunder clap gives us
the length of the column.

INTELLIGENT FISH.

"I will avail myself," writes a correspondent
of the *Literary Gazette*, "of this opportunity to
draw the attention of your numerous readers
among naturalists to a fact lately witnessed by
my daughter, Lady Dillon, on whose errand
every dependence may be placed, and which, to

BEETHOVEN AS LOVER.

A MUCH-INGAGED MAN.

"The Love Quest of Beethoven" forms the subject of a pathetic paper in "Good Words" by Miss M. B. Whiting. The great master's career is shown as one long wistful seeking after a love which was never found. More truly than of any poet he seems to have learned in suffering what he taught in song.

Beethoven's home life was a miserable one; his father's drunken habits dragged the family into the depths of poverty, and the musician's boyhood was spent in comforting his beloved and sorely tried mother, in watching over his younger brothers and saving the household possessions from the pawnshop. From this wretchedness he was rescued by Count Waldstein, through whose influence he was first made Court Organist to the Elector, and afterwards sent to Vienna to study. On his return to Bonn, he was asked to compose a cantata for performance during the Elector's visit to his palace at Mergheim, and in the midst of the applause that followed the concert, the Prince asked the ladies if they had not a wreath to give the composer. In answer to this appeal, a beautiful girl took the flowers from her hair and blushing bestowed them upon Beethoven. Her loveliness filled him with an exquisite delight.

Not long after the Austrian Ambassador asked him to teach a young relative of his. He accepted the post with reluctance, until he found that his pupil was the fair maiden of Mergheim. A friend warned him of the hopelessness of his passion. The girl belonged to one of the oldest and proudest families in the land. One day, going as usual to give his lesson, he found the room empty, and, sitting down to the piano, poured out his heart in a flood of melody, "Adelaide," the wonderful song which has been called the perfect expression of hopeless love.

"How beautiful!" cried a voice as he finished.

He turned and saw his beloved before him, and, falling on his knees, he kissed her hands, crying, "I love you!"

To the young girl she seemed a madman, and, trying to free herself, she shrieked for help. Her uncle and aunt ran into the room and ordered the young man out of the house, and without a word of explanation or excuse Beethoven went his way.

A LIFE-LONG QUEST FOR LOVE.

When he was twenty-five he met the Contessa Giulietta Guicciardi. He writes joyously of the change which has been wrought "by a lovely, fascinating girl, who loves me and whom I love. I have once more had some blissful moments during the last two years, and it is the first time I have ever felt marriage would make me happy." Next year, however, the Contessa married a man of wealth and title. Of his next love affair the mysterious letters found in his desk after his death are the only record. And a passionately incoherent record they are. His "Fourth Symphony" is supposed to record the transport of accepted love. Here again the engagement was broken off. Miss Whiting says:

To marry a man of such eccentric habits would doubtless have required much courage; careless in dress and uncouth in appearance, he was absolutely indifferent to the impression that he made upon other people. His habit of stamping, growling and howling while he composed, and of dashing cold water over his head until the floor became a veritable lake, were sources of immense annoyance to his fellow-lodgers, nor, when he set up a house of his own, was he less apt to offend any the better.

Beethoven's affections were, unfortunately for himself, always set on women of a superior rank. But, says the writer, "while he yearned after the unattainable, a silent and devoted love was laid at his feet, and that he should have been persistently blind to it is but another instance of the irony of fate." His nephew was committed to the tuition of a peasant named Del Rio, whose younger daughter Fanny came to adore the great genius. From her diary we learn her passion. Her last record of it runs: "I feel that no heart has ever beaten which longs so intensely, so eagerly, and so vainly for love as mine does." So it may be conjectured the writer, that Beethoven, debared from what he sought so eagerly, gave himself up more completely to the worship of ideal love. His works tell the story of his life-long quest after love.

DREAM TEMPLE.

RESORT OF THE ANCIENTS IN WHICH ORACULAR DREAMS WERE WOODED.

Professor Petrie describes in interesting fashion in the *Times* the latest discoveries made in Sinai for the Palestine Exploration Fund. A thorough examination was made of the Temple of Sarabit Khadem, situated on an elevated plateau, a resort of the ancient to obtain oracular dreams. This was a system familiar in Syria, and it extended to Asia Minor and Egypt.

The centre of worship, in this instance, was a cave, which has yielded a large number of rock records and carvings, while a long line of chambers, intended to accommodate the pilgrims who came to sleep before the shrine and woo oracular dreams, was also explored. Although built by Egyptians, all these works belong to the Semitic worship.

"We have here," said the Professor, "the only Semitic temple preserved to us, and its arrangement will need careful study in relation to early Semitic worship."

About 250 inscriptions were reproduced. Those will be all published, with the plans, by the Exploration Fund; and Professor Petrie will also issue separately a more popular volume describing and illustrating the country and its antiquities and discussing the questions of its climate and Biblical history.

IRONY THAT FAILED.

Stories have been told of criminals who became persuaded of their own innocence by the eloquence of their lawyers, but it is not often that a jury is so persuaded without any such intention on the speaker's part. A burglar was on trial, and the judge tried to relieve the dullness of the Court by summing up in this amusing fashion:

"I think it is only due to the prisoner to point out that in proceeding about his enterprise he, at all events, displayed remarkable consideration for the inmates of the house. For instance, as you will have remarked, with commendable solicitude he removed his boots, and went about in his stockings, notwithstanding the inclemency of the weather. Further, instead of rushing with heedless rapacity into the pantry, he carefully removed the coal scuttle and any other obstacle which had he thoughtlessly collided with them, would have created a noise that must have aroused the jaded servants from their well-earned repose."

After proceeding in this strain for some little time, he dismissed the jury to consider their verdict, and was astounded when, on their return into Court, they pronounced the prisoner "not guilty."

SHIPPING.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 15th Aug., Vancouver, (B.C.) 24th July, and Shanghai 12th Aug., Mails and Gen.—C. P. R. Co.

Amara, Br. s.s., 1,566, C. J. Matlock, 15th Aug., Hongkong 13th Aug., Coal.—J. M. & Co.

Courfield, Br. s.s., 2,874, J. W. Martin, 15th Aug., Moji 9th Aug., Coal.—B. & Co.

Lennox, Br. s.s., 2,361, F. McNair, 15th Aug., Callao 29th June, Ballast.—D. & Co., Ltd.

Ceylon, Br. s.s., 2,637, C. F. Lockatone, R.N.R., 16th Aug., London 8th July, and Singapore 11th Aug., Gen.—P. & O. S. N. Co.

Kun-sing, Br. s.s., 2,077, E. J. Buller, 16th Aug., Calcutta 2nd Aug., Penang 7th, and Singapore 10th, Gen.—J. M. & Co.

Peles, Br. s.s., 4,800, I. Barwise, 16th Aug., Singapore 11th Aug., Gen.—B. & S.

Preussner, Ger. s.s., 2,207, R. Meyer, 16th Aug., Bremen 9th July, and Singapore 11th Aug., Mails and Gen.—M. & Co.

Peshawar, Br. s.s., 4,845, E. Spicer, R.N.R., 16th Aug., Kobe 14th Aug., Gen.—P. & O. S. N. Co.

Pakhli, Br. s.s., 1,229, Tuebbin, 16th Aug., Shanghai 12th Aug., Gen.—B. & S.

Triumph, Ger. s.s., 679, A. Hansen, 16th Aug., Haiphong 13th Aug., and Hoihow 15th, Gen.—J. & Co.

Clearances at the Harbour Office.

Pronto, for Hoihow.
Rowan, for Saigon.
Chowfa, for Bangkok.
Ceylon, for Shanghai.
Ichang, for Tientsin.
Zuena, for Calcutta.
Pakhli, for Canton.
Chinkong, for Shanghai.
Prussner, for Shanghai.
Peshawar, for Shanghai.
Zelphie, for Whampoa.

August 16.

Chowfa, for Bangkok.
Pronto, for Hoihow.
Haitan, for Swatow.
Hercules, for Kutchinotzu.
Zuena, for Singapore.
Chiyuen, for Canton.
Hue, for Haiphong.
Hongkong, for Amoy.
Scandia, for Yokohama.
Baratze, for Nagasaki.
Silda, for Surabaya.
Bourbon, for Saigon.

Per Kumsang, from Singapore—152 Chinese.
Per Peles, from Singapore—342 Chinese.
Per Ceylon, from Hongkong from London—Lieut. A. W. Sutton. From Malacca—Col. Fritton. From Singapore—Messrs. S. S. Scrutton and Lacom. From London for Shanghai—Mr. J. Harrop.

Per Empress of India, from Vancouver—Mrs. F. Rolla, Engr. Lt. H. F. Bell, R.N., Messrs. F. G. Ferguson, A. Fraser, J. G. Nuttall, F. Dowell, Mrs. E. Egan, and Mr. W. G. Watson. From Yokohama—Sung, J. and Mrs. Watson, Miss Mowat, Mr. and Mrs. Samaya, Master Amaya, Messrs. M. Samaya, E. Sharp and J. W. Jackson. From Kobe—Mr. B. Garrison and J. M. Tuin. From Shanghai—Messrs. A. Wortmann, Tan Kin Hing, A. W. Baum, Capt. Lundhohn, Lieut. A. S. Nugent, R.A., and 139 Chinese.

Per Lennox, from Callao—175 Chinese.
Per Prussner, from Hongkong from Bremen—Messrs. Max Cheringer, Pud Bartubbe, Herm. Borhime, Mrs. Drucet, and Mr. Max Stizinski. From Southampton—Mrs. J. Canolly. From Genoa—Messrs. Determan, Alf. Wutenech, Henry Clasen and Fritz Warth. From Colombo—Mr. E. H. Denicke. From Penang—Prof. Dr. Preuss, and Miss D. Barrington. From Singapore—Mr. Hans Specht, Mr. A. Ritchie and daughter, Messrs. Bretschneider and A. Sayu. For Manila from Genoa—Mr. Rud. Herewski.

Shipping Report.

Str. Amara from Hongkong—Light variable winds, and fine weather.

Str. Peshawar from Kobe—Light winds, and fine weather from there to port.

Str. Kumsang from Calcutta—Light N.W. wind, smooth sea, fine weather throughout.

Str. Courtfield from Moji—Fresh to strong S.W. winds, and fine weather from there to the vicinity of Chikok Island, afterwards light variable winds and fine weather, cloudy at times.

Ships Passed The Canal.

Outward—14th July—Ulysses, 19th July—Baratze, Bengala, Freya, Potomac, 28th July—Alchous, Sultanah, Ernst Simon, Rabin, 2nd August—Swati, Gania, Yunnan, Deland, Wray Castle, 4th August—Agamemnon, 9th August—Roon, Swaney, Sylvia, Slavonia, 12th August—Polynesian, Tenkai, Longor, 15th August—Benbow, Glenlivet, Homeward—2nd August—Slam, 4th August—Para, Ping Sui, Jaton, Silista, (Aust.) 12th August—Palermo, 15th August—Montoro, Glancu, Sachin, Siah, Monica.

Arrivals at Home—14th July—Benalzar, Bayern, Hudson, 19th July—Stevola, Indran, 25th July—Whampoa, Survia, Pona, Scotra, Abercrombie, Sagami, Balodon Hall, 28th July—Kitchin, Caladonia, 2nd August—Darlion, Benamor, Calcha, Sonagamba, 4th August—Banlu, 9th August—Darmstadt, 12th August—Qazanien, 15th August—C. Ford Laitie.

Vessels in Port.

Anamba, Dan. s.s., 1,158, Cortsen, 10th Aug., Bangkok 3rd Aug., Gen.—M. & Co.
Battenhall, Br. s.s., 1,378, Chas. Raison, 20th July, Surabaya 20th July, Sugar.—D. & Co., Ltd.
Bangloc, Br. s.s., 1,093, H. W. Bee, 15th Aug., Singapore 9th Aug., Gen.—G. L. & Co.
Dagmar, Ger. s.s., 963, C. Wolf, 14th Aug., Bangkok 7th Aug., Rice, and Gen.—B. & S.

Foehling, Br. s.s., 1,423, T. Anbur, 5th Aug., Samarang and Port 28th July, Sugar.—J. M. & Co.

Gaea, Nor. s.s., 621, Hans Dahl, 9th Aug., Surabaya 29th July, Sugar.—Order.

Germania, Ger. s.s., 1,200, H. Juelg, 10th July, Sydney 15th July, Cocoa.—S. & Co.

Germania, Ger. s.s., 1,714, S. Petersen, 14th Aug., Bangkok 8th Aug., Rice.—J. & Co.

Helene Menzell, Ger. s.s., 984, K. Auer, 14th Aug., Moji 6th Aug., Coal.—Order.

Hohenkollern, Ger. s.s., 6,660, O. Kneft, 20th July, from Genoa. Ballast.—M. & Co.

Ichang, Br. s.s., 1,238, W. L. Jones, 12th Aug., Swatow 11th Aug., Gen.—B. & S.

Keong Wal, Ger. s.s., 1,115, Kohler, 14th Aug., Bangkok 8th Aug., Rice.—B. & S.

Kutsang, Br. s.s., 1,109, R. C. D. Bradley, 13th Aug., Shanghai 10th Aug., Ballast.—J. M. & Co.

Manchuria, Am. s.s., 8,750, J. W. Saunders, 10th Aug., San Francisco 8th July, and Manila 8th Aug., Mails and Gen.—P. M. S. S. Co.

Nanshan, Br. s.s., 1,229, A. W. Brynall, 6th Aug., Kuchichang 31st July, Rice.—Chinese.

Nord, Nor. s.s., 730, G. araldsen, 13th Aug., Canton 12th Aug., Gen.—Aagaard, Thoresen & Co.

Persia, Aust. s.s., 3,997, P. Braggett, 15th Aug., Trieste 26th June, Gen.—S. W. & Co.

Petrarch, Ger. s.s., 1,252, C. Ahrens, 7th Aug., Amoy 14th Aug., Ballast.—S. W. & Co.

Stenor, Br. s.s., 4,368, B. Lewis, 15th Aug., Shanghai 12th Aug., Gen.—B. & S.

Suisang, Br. s.s., 1,776, F. Wheeler, 12th Aug., Calcutta 26th July, and Singapore 6th Aug., Gen.—J. M. & Co.

Telemachus, Br. s.s., 1,300, J. Williamson, 11th Aug., Saigon 7th Aug., Gen.—Chinese.

Thyra, Nor. s.s., 2,410, P. M. Toyn, 3rd Aug., Kuchinotzu 27th July, Coal.—M. B. K.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 14th Aug., Manila 11th Aug., Gen.—J. M. & Co.

Zafiro, Br. s.s., 1,618, R. Rodger, 14th Aug., Manila 11th Aug., Gen.—S. T. & Co.

Zoroaster, Br. s.s., 2,383, J. Evan, 12th Aug., Moji 6th Aug., Coal.—B. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,269, McBryde, 31st July, New York 14th April, Oil.—S. O. Co.

Pass of Brander, Br. ship, 2,000, W. J. Ryder, 28th July, Philadelphia 14th April, Case Oil.—S. O. Co.

Steamers Expected.

Vessels From Agents Due

Changsha, Sydney, B. & S., Aug. 19

Tijah, Macassar, J. C. J., Aug. 19

Lighting, Singapore, J. S. & Co., Aug. 21

Ras Dara, New York, S. T. & Co., Aug. 21

Ernest Simons, Singapore, M. M., Aug. 22

Aragonia, Japan, P. A. & Co., Aug. 22

Tijah, Kobe, J. C. J., Aug. 22

Luisang, Calcutta, J. M. & Co., Aug. 28

Willehad, Sydney, M. & Co., Aug. 28

Tartar, Vancouver, C. P. R. Co., Aug. 30

Hongkong & Whampoa Dock Returns.

Poschan, from Kowloon Dock.

Nord, from " "

Hans Wagner, from " "

Lauchan, from " "

Tak Hing, from " "

Chanwai, from " "

Wingchei, from " "

Thyra, from " "

Battenhall, from " "

Kutsang, from " "

Post Office.

A Mail will close for:

Shanghai, Yokohama and Kobe—Per Persia, 17th Aug., 11 A.M.

Macao—Per Heunethan, 17th Aug., 12.15 P.M.

Singapore, Surabaya and Samarang—Per Foehling, 17th Aug., 2 P.M.

Tientsin, Cheloo and Newchwang—Per Ichang, 17th Aug., 3 P.M.

Swatow, Amoy and Foochow—Per Haitang, 18th Aug., 9 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Manchuria, 18th Aug., 10 A.M.

Yap, Saipan, Ruk, Ponape, Kusaie, Jaluit, Butaritari, Ocean Island, Nauru and Sydney—Per Germania, 18th Aug., 10 A.M.

Europe, &c., India, via Tientsin—Per Prinz Heinrich, 18th Aug., 11 A.M.

Macao—Per Heunghsan, 18th Aug., 12.15 P.M.

Manila—Per Yuenang, 18th Aug., 3 P.M.

Shanghai—Per Klukiang, 18th Aug., 3 P.M.

Macao—Per Heunghsan, 19th Aug., 12.15 P.M.

Shanghai—Per Kuangrang, 19th Aug., 2 P.M.

Swatow, Weihaiwei, Cheloo and Tientsin—Per Chikhi, 19th Aug., 3 P.M.

Singapore—Per Senior, 19th Aug., 5 P.M.

Kobe—Per Wih, 19th Aug., 5 P.M.

Singapore, Penang and Calcutta—Per Kutsang, 22nd Aug., 10 A.M.

Europe, &c., India, via Tientsin—Per Sydney, 22nd Aug., 11 A.M.

Frederick, Wilhelmshafen, Herberthöhe, Matupi, Brisbane, Sydney and Melbourne—Per Prinz Stiglitz, 22nd Aug., 11 A.M.

Cebu and Iloilo—Per Sundang, 22nd Aug., 3 P.M.

Manila—Per Tean, 22nd Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Tartar, 13th Sept., 11 A.M.

Mails for Canton, Samehai, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.

Mails for Nantao, Sanhsue, Kongmoon, Kanchuk, Samehai, Wuchow, and Canton every evening at 5 P.M. On Sundays the mails will be closed at 9 A.M.

No mail will be closed for Canton on Saturday evening.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 3d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, Miss
Barker, Mrs. M.
Bartenson, M.
Bingham, Mr. & Mrs.
Blair, E. and child
Bliss, W. S.
Boswell, Mrs.
Black, H. I.
Bonner, E. A.
Brighton, F. G.
Broghall, L.
Bunker, Mr. and Mrs.
W. C.
Carter, W. L.
Chambers, Mr. & Mrs.
H. K.
Clark, Hon. Dr. Francis
Clark, M. O.
Clark, T.
Clegg, R. M., Eng. Lt.
Clerke, C.
Clerke, Mrs. H. I.
Cunningham, G.
Daelm, D. de
Davies, F. O.
Dodd, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. T. C.
Fitzgerald, M.
Fitzgerald, J. D.
Fletcher, Mr. M.
Fletcher, H.
Gadd, F. R.
Gardner, J. J.
Grant, A. W.
Grone, Dr. F.
Grone, Mrs. F.
Hall, Capt. T.
Harding, R.
Hurst, R. N., Engineer.
Innes, Capt. R.
Kerr, F.
Knudsen, Dr. and Mrs.
H. D.
Laird, A. H.
Large, H. J. C.
Lawless, Major
Lewis, A. R.
Lewis, L. S.
Loeff, A.

KOWLOON.

Evans, Mr. and Mrs. Holmes, N. M.
Pinkers and child
Goodwin, W. H.
Hall, J. S.

PRAG.

Acott, E. F.
Beattie, A.
Beattie, M. P.
Barnard, Mr. and Mrs.
Bourcher, Mr. & Mrs.
Boyd, Capt. and Mrs.
Brown, Mr. & Mrs. D. E.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Darling, Col.
Dixon, Mr.
Edwards, Mr. and Mrs.
Gales, Capt.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Hawland, F. A.
Helsingau, A.
Hett, Mr. and Mrs.
H. F. Taget
Hindokof, Mr. & Mrs.
Hindig, D.
Jeffries, H. U.
Johnson, Rev.
Joseph, Mr. and Mrs.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
M. J.

CRAIGIEBURN.

Barnett, H. O.
Brown, C. A.
Dunn, G. H.
Frost, B. L.
Gaskell, Mr. and Mrs.
Hogg, M. S.
Jamson, P. S.
Lyons, F. W.
Marchant, Capt. and Mrs.
Wilson, Dr. Newell
Young, J. Ashton

OCCIDENTAL.

Albert, B. E.
Anderson, G.
Avenberg, Thos.
Bertels, Thos.
Chandler, Lieut., Army
"Eduard" "Dept"
Domik, B.
Fischer, Ch.
Fisher, R.
Frebes, B.
Frebes, H.
Furth, Heinz
Georg Mein-Ken
Hales, G. L.
Hochne, Dr. Med.
Hohnel, Dr. H.
Key, Dr. H.
Kober, Dr. H.
Krell, G.
Lemeke, Capt. P.

August 15th.

Aug. 15th
10.30 a.m.
29.81
85
71
Rainfall

CHINA COAST METEOROLOGICAL REGISTER.

August 15th, 1905, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	—	—	—	—
Hakodate	"	—	—	—	—
Kochi	"	—	—	—	—
Nagasaki	"	—	—	—	—
Kagoshima	"	—	—	—	—
Oshima	"	—	—	—	—
Naha	"	—	—	—	—
Shikajima	"	—	—	—	—
Tahoku	5 a.m.	29.72	—	SW	4
Taichu	"	29.73	—	—	—
Tainan	"	29.73	—	NW	4
Koshun	"	29.72	—	—	4
Pescadores	"	29.74	—	NW	4
Weihaiwei	9 a.m.	29.68	78	E	1 b
Gut-laff	"	29.76	84	SE	1
Sharp Peak	"	29.76	84	SE	1
Amoy	6.30 a.m.	29.76	—	E	1
Swatow	9 a.m.	29.72	79	NW	1
Canton	"	29.77	86	SW	1
Hongkong	10 a.m.	29.81	85	71 W	1 b
Victoria	"	29.80	—	NW	1
Cap Rock	"	29.81	—	SW	1
Macao	"	29.71	89	—	1
Haiphong	"	—	—	—	1
Manila	"	29.88	84	77 W	1
Bacolor	9 a.m.	—	—	SW	1
Iloilo	"	29.89	82	W.	1
Cebu	"	—	82	—	2

